

LIMERICK CHRONICLE

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NEW TIME.

Authorities have given ample notice of the new time, which will come into effect in this country on and after the 1st October, in pursuance of the (Ireland) Act, which received the Royal Assent on the 1st August. The moment this Act comes into effect the operations of the Time Act will lapse, and Greenwich time will apply to the whole of the Kingdom. In Ireland it is declared by the Lord Lieutenant that all pocket watches should be put back 35 minutes during the night 30th September-1st October. It is pointed out that the time to make the change is 3 a.m., on the 1st October, and that the correction to the present second is 34 minutes 39 seconds. The Summer Time Act came into effect on the 21st May the clocks in Great Britain and Ireland were put forward an hour. Now, in the case of Ireland, they are put back 35 minutes, the remaining time representing Greenwich time, and thus the time here and across the Channel will be the same. The adoption of Greenwich time for Ireland will undoubtedly be a great convenience to cross-Channel passengers, who will not have to alter their watches, as is the case at present, while it will also simplify railway and business arrangements, and the working of the Post Office, as regards the sending of telegrams. From an agricultural point of view, however, objection has been made to the change, as it will mean earlier rising for the workers—indeed, that is so also for the farmers—during the long dark mornings of the winter. But after all, the truism, "early to bed and early to rise," will, doubtless, be true in this case as it has—with many other changes—at all events—since the Summer Time Act came into force. The chief objection is on from a general point of view to the new arrangements is, as regards the running time schedule of the Limerick mail train from Kingsbridge to the Limerick, which is to take effect from the 1st October. Last week we published an important letter from the Limerick Steamship Company, addressed to the Secretary of the Chamber of Commerce, in which the company was emphasised that on the 1st October this train is due to arrive in Limerick at 10.50 a.m. or 55 minutes later than at present, viz., 9.55. The effect of the new arrangement would be to leave but 15 minutes and twenty-five minutes, which, practically speaking, to deal with correspondence for the outward mail, the departure of the train under the new time is, or will be, impossible. This interval is altogether inadequate to meet the requirements of an important commercial centre like Limerick, and indeed

DEATH OF THE COUNTESS OF DUNRAVEN.

We announce with very deep regret the death of the Countess of Dunraven, which took place at Kenry House, Kingston Vale, London, S.W., yesterday morning, in the seventy-fifth year of her age. The deceased lady, Florence Elizabeth, was a daughter of Lord Charles Lennox Kerr, and a grand daughter of the seventh Marquis of Lothian. She was married to Lord Dunraven in April, 1869, and by whom she had three daughters, one, Lady Ardee, surviving her. For some years past the Countess had been an invalid, and until her last illness, with which she was seized at Lord Dunraven's Welsh seat, Dunraven Castle, Glamorgan, her ladyship spent a great deal of her time at Adare Manor. To say that she was beloved by the people of "Sweet Adare" but feebly conveys the feelings of respect and affection with which she was held by all classes in the district. Of a most gracious and extremely unassuming manner, she, while her health permitted, entered actively into the life of those surrounding her, taking a deep interest in the tenantry, while in the homes of the poor she was a constant visitor, and her kindly, sympathetic presence and unostentatious charity made their surroundings bright and happy. The Countess, indeed, identified herself with every good and philanthropic work in city and county. She took a great interest in home industries, and in that connection was President of the Limerick Branch of the Royal Irish Industries Association, in which capacity she frequently distributed prizes at the annual exhibition; and she was also President of the Limerick Branch of the Red Cross Society, the Women's National Health Association, and the Women's Industrial Development Association, Limerick Branches. The Countess was a charming hostess, and in that capacity received many brilliant assemblages at Adare Manor in years gone by. In no place will her ladyship's demise be more regretted than in Adare, where her name was a household word and will long be treasured with affectionate regard and esteem. Deep sympathy is expressed with Lord Dunraven and Lady Ardee in their bereavement. The funeral, it is announced, will take place at Adare on Thursday.

In a biographical sketch of the late Countess of Dunraven, the "Daily Telegraph" says:—Her ladyship was a well-known figure at the Drawing Rooms and Court functions of the late Queen Victoria. From the early days of her girlhood—days passed at White Lodge, Richmond—her Majesty Queen Mary has been on terms of friendship with the Earl and Countess of Dunraven, and one of the last country house visits paid by the late Duchess of Teck was to Dunraven Castle, Southerndown, Glamorgan, the Welsh seat of the family. Princess Mary accompanied her. Later, as Princess of Wales, her Majesty stayed with her husband at the Manor, Adare, County Limerick. Lady Dunraven was one of the recognised leaders of Irish society, and formerly entertained a great deal at Adare Manor. As a rule she passed some time each year at Southerndown, Glamorgan, while at Kenry House, Kingston Vale, where she spent much time. She was also greatly beloved. Only one of her three daughters survives her—Lady Ardee, who, on February 12th, 1908, married Colonel Lord Ardee, Irish Guards, eldest son of the Earl and Countess of Meath. The wedding, which took place at the Guards Chapel, was attended by many distinguished guests, Queen Mary, then Princess of Wales, honouring the bride and her mother by her presence. Of late years Lady Dunraven went little into society.

THE WAR.

Powerful Enemy Attack

Repulsed on the Somme.

Haul of Prisoners—55,800 Since July 1st.

The British report yesterday afternoon state that south of the Ancre, during Thursday night we advanced on a front of about a mile, capturing two lines of hostile trenches between Elers and Martinpuich.

Last night's British report mentions heavy artillery fire and isolated actions, in which we have improved our position and pushed forward detachments in several directions.

The French despatch announces the repulse of a powerful German attack north of the Somme yesterday morning.

During the day the French carried a howitzer organised for defence by the enemy, and farther east they carried several elements of trenches.

According to fresh reports the total number of prisoners taken on the Somme by the Anglo-French troops between July 1st, when the offensive opened, and September 18th, exceeds 55,800 of whom 34,050 were captured by French troops alone.

Fighting on the Danube.

The Germans claim, by an encircling attack, to have repulsed the Rumanians in disorder in Dobrudja.

German Admission.

The Germans admit that in the Carpathians they have again lost the peak of Smotrek.

Dobrudja Victory.

The great Dobrudja battle, which lasted for five days ended on Wednesday in a great Rumanian victory, Germans, Bulgars, and Turks retreat and burning villages behind them. The fighting has apparently resumed, as the Germans say that at Toplasar a flank attack forced the Rumanians to retire.

In Transylvania the Rumanians have made further progress, having, in the occupation of the town of Orderhei, penetrated 10 miles further into enemy territory.

British Warships in Action.

Near Neohori the Bulgarians have been checked by British warships with satisfactory results. Fighting continues in the Florina district with advantage to the Allies.

German Aeroplane Wrecked at Sea.

Telegraphing from Copenhagen on Thursday night, the "Daily Mail" correspondent says that the captain of a trawler which arrived today, Esbjerg states that at the Dogger Bank he saw the wreck of a large German aeroplane. The crew of the ship made several vain attempts to raise the aeroplane. The aeroplane sank, and the occupant perished.